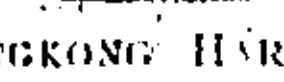


To-day's
Advertisements.COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000

IN Accordance with Instructions received
from the Head Office of this Company, a
Branch of theACCIDENT DEPARTMENT
has been opened in Hongkong. Policies can now
be obtained for FIRE, MARINE, TYPHOON,
and ACCIDENT INSURANCE and FIDELITY
GUARANTEE.W. H. T. DAVIS,
Local Manager.10, Des Vaux Road, Central,
Hongkong, 23rd May, 1901. [559c]THE CHINESE ENGINEERING AND
MINING CO., LIMITED.INCORPORATED 21ST DECEMBER, 1900, WITH
A CAPITAL OF £1,000,000 IN SHARES
OF £1 EACH.NOTICE is hereby given that the CHARTERED
BANK OF INDIA, AUSTRALIA
AND CHINA is authorised by THE CHINESE
ENGINEERING AND MINING CO., LIMITED,
(herein called the NEW COMPANY) to issue
to the Holders of Shares in THE CHINESE
ENGINEERING AND MINING CO., LIMITED,
(herein called the OLD COMPANY) Provisional
Certificates for the Fully Paid Up Shares of
£1 each in the Capital of the New Company
to which the Shareholders in the Old Company
are entitled under an Agreement dated the 30th
JULY, 1900.Shareholders in the Old Company
are entitled to receive 25 Fully Paid Up Shares of
£1 each in the New Company for every Share of
100 Tientsin Taels in the Old Company,
and they are requested to lodge their Certificates
at the Office of the said Bank during Bank-
ing hours on or as soon as possible after the
3rd JULY next, to enable the New Certificates
to be made out.The Issue of Shares in the New Company
will be made in Certificates of 5, 10, 25 and 100
Shares of £1 each and Shareholders in the
Old Company are requested to intimate, on
sending in their Old Certificates the denomina-
tions required.In the absence of instructions to the contrary
Certificates will be made out for 25 Shares
each.The Bearer of a Share Certificate in the Old
Company will be regarded as the person
entitled to the Share represented thereby.Further Information may be obtained from
the said Bank or from Messrs. DRUMMOND
and WHITE-COOPER, of Shanghai, Legal Ad-
visers to the Company.
22nd June, 1901. [658c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

NOTICE is hereby given that a further
attempt will be made on the 23rd or
24th instant to float the dredger "CANTON
RIVER."Anchors and Cables have been laid on both
sides of the ship extending to a distance of 60
fathoms, and all craft are warned to keep clear
of these, until raised.BASIL TAYLOR,
Acting Harbour Master, &c.,
Harbour Department,
Hongkong, 22nd June, 1901. [659c]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS).

THE Steamship

"CHUSAN."
Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 6th July,
at Noon, taking Passengers and Cargo for the
above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 22nd June, 1901.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND
STRAITS.

THE Steamship

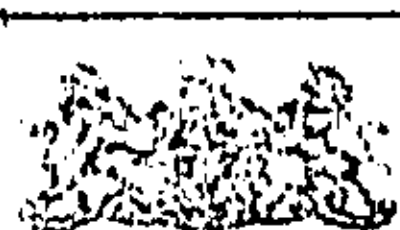
"FLINTSHIRE."
Captain Dwyer, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 28th instant, at 2.30 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 22nd June, 1901. [657c]

JUST OPENED.

A FINE Consignment of FRENCH PRE-
SERVES of a well known make.
Quality will speak for itself.H. RUTTONJEE,
D'Almeida Street and
D'Almeida Street and

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1816.

THE LEADING MANUFACTURERS
OFAERATED WATERS
IN THE FAR EAST.OUR FACTORIES are construct-
ed with every attention to the best
principles that sanitary science can
suggest, and our NEW FACTORY
at WEST POINT is the LARGEST
and BEST EQUIPPED in the FAR
EAST.A perfect System of Filtration is
employed guaranteeing Absolute puri-
ty.The Machinery used is of the Latest
Type.A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English-makers.A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 22, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

JAPAN.

MURDER OF BARON HOSHI TORI.

(From Our Own Correspondent.)

YOKOHAMA, 22nd June.

Baron Hoshi Tori was murdered
yesterday at the Tokyo City Assem-
bly. The assassin has been arrested.

Received 11.15 a.m.

Published 1 p.m.

[Baron Hoshi was Minister of Communications
in the last Cabinet, but was not included in
the present one.—Ed., H.K.T.]

REUTER'S TELEGRAMS.

COLONIAL APPOINTMENTS.

LONDON, June 19th.

Consequent on the appointment of Sir J.
A. Swettenham, K.C.M.G., to the Govern-
ment of British Guiana, the following ad-
ditional appointments are notified:—Mr. W. T. Taylor, C.M.G., Auditor-
General, Ceylon, becomes Colonial Secre-
tary, Straits Settlements.Mr. Everard F. Imthurn, C.M.G., late
Government Agent, British Guiana, is ap-
pointed Colonial Secretary, Ceylon.

SPLIT IN THE LIBERAL PARTY.

A split has occurred in the Liberal party.
The topic, which is likely to be a lasting
one, arose mainly through the Imperialists
resenting the speech of Sir Henry Campbell-
Bannerman at a recent dinner, in which he
joined Mr. Morley in attacking the policy of
the Government in the conduct of the war in
South Africa.PRO-BOERS MEETING IN
LONDON.Mr. Sauer, one of the Boer peace delegates,
addressed a large Pro-Boer meeting in
London, at which anti-war resolutions were
adopted. Elaborate precautions were taken
to maintain order, 800 stewards being pre-
sent to eject interrupters.

LATER.

PARLIAMENT.

THE QUESTION OF PRE-
FERENTIAL DUTIES.Sir Michael Hicks-Beach in combating a
motion by Mr. J. C. Grant, member for
Rugby, in favour of preferential duties forwould open the door for concessions in
favour of other commodities, in which the
risk was less to the foreign trade of the
country. Sir William Harcourt concurred
in these views, and the motion was rejected
by 466 votes to 16.

WEATHER REPORT.

The Observatory report says:—
On the 22nd at 12.5 p.m. the barometer has
risen on the China coast, the depression having
moved slowly away towards the Sea of Japan.
Gradients moderate to slight with fresh to
moderate S. monsoon on the coast, and in the
N. part of the China Sea. Forecast:—Moderate
S.W. winds; squally, showery.

LOCAL AND GENERAL.

NEWS TO HIM.—"Are you going to marry
sister Ruth?" "Why—er—I really don't know,
you know?" "That's what I thought. Well,
you are!"—Life.We would remind intending competitors that
entries for the Water Polo Tournament of be
held at the Victoria Recreation Club next
month close June 30th.L'Echo de Chine of the 17th inst. has a plan,
drawn to a fairly large scale, and several
columns of regulations and description of the
Exhibition to be held at Hanoi in 1902.THE Gymkhana to be held on the 29th inst.
should be a great success, weather permitting.
The Paris Mutual will be under the immediate
control of Mr. W. Farmer. The great innova-
tion is the races between waters, which should
provide some good sport.We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, Hongkong Telegraph Co., Ltd., 50
Queen's Road Central. The wrapper will
enable us to check the delivery copies.THE Band of the Madras Light Infantry will
play at the Hongkong Hotel this evening, from
8 p.m. to 9.30 p.m.PROGRAMME.
March.—"Soldiers of the Queen" (H.M.S.).
Selection.—"The Song of Italy" (H.M.S.).
Waltz.—"Little Polka" (H.M.S.).
Selection.—"The Song of the Sea" (H.M.S.).
Gavotte.—"The Song of the Sea" (H.M.S.).
Song.—"The Song of the Sea" (H.M.S.).
"God Save the King."OUR readers will, we believe, be very pleased
to see that a "boy" has been hailed before the
Magistrates for impudence. A straw shows
how the wind blows, and the rumoured coolie
strike is merely the expression of a large num-
ber of Chinese of their contempt for Europeans.
The Chinese in Macao and the Coast
ports believe in civility—if not, they soon learn it.THE Malay Mail remarks that the damage
done to Pahang by the recently published report
on the Raub Company's workings will be
lasting. It will scare off capitalists and weaken
the position of existing mines. This, coming
on the top of certain other not over successful
mining ventures in other parts of the peninsula,
is likely to result in a good deal real and direct
loss.THE perjury, prevarication and double-dealing
of Chinese witnesses must be a great trial to the
judges who have to try cases where these fel-
lows are concerned. It appears, too, that a
Chinaman, if he can't change his skin may
save it by changing his name at pleasure; some-
times he appears, uncertain what is his name.
It really does not much matter; amongst four
hundred odd million or billion jabbering coolies,
what odds if his name is Ng mi li or Ng tau
kok? He's a coolie, and a Chinese coolie
witness will swear anything.THE Somali, a vessel of 6,600 tons and 4,500
horse-power, was successfully launched on
17th of May at Greenock for the P. and O.
Company, says the L. & C. Express. The
Soudan, a sister ship of the Somali, built at
Glasgow, left London for Calcutta on her
maiden voyage on 24th May. The dimensions
of both vessels are:—Length, 405 ft.; breadth,
52 ft.; and depth, 33 ft.; and she has accommo-
dation for 90 first and 70 second-class pas-
sengers. The between decks are specially
arranged for the transport of troops when
required, and the saloons, music-rooms, &c.,
are very handsomely fitted up.We would call the attention of our readers to the
offer of a prize of fifty dollars made in our leader
column of the 17th instant. As will be seen,
the prize is to be given for the best sketch of a
project for the capture of the Island by a hostile
force with a view to the destruction of the Naval
Yard, Arsenal and Barracks. This is a subject
which should readily interest our readers, and
we trust that we shall have a good batch of
manuscripts to consider. Articles should not
exceed two thousand words in length; they
must be written on one side of the paper only
and should reach this office before 5 p.m. on
Saturday, 29th inst. All articles to be addressed
to:—The Editor,
"Hongkong Telegraph,"
50, Queen's Road Central.THE s.s. Pelus, says the L. & C. Express of
the 24th ult. has had a trial in Belfast Lough.
She has been built and engaged by Messrs.
Workman, Clark and Co. (Limited), to the
order of Mr. Alfred Holt, Liverpool, and is the
tenth steamer that this firm have built for the
same owner. The principal dimensions are:—
Length, 452 ft.; breadth, 54 ft. 3 in. The
vessel has been designed as a general cargo
boat, and to the Board of the Trade requires
a passenger certificate. The Pelus
is specially adapted for carrying bulky pack-
ages in the China trade, the main hatch pillars
having been dispensed with and box-girders
substituted, with the hatch coamings forming
part of the same. The trials on the measured
mile proved very satisfactory, an average of 14INWARD Parcels by s.s. Sunda are now ready
for delivery.We hear that Mr. John Pender is spoken of as
successor to the late Mr. Brownhill in Messrs.
Bradley and Company.

WATER POLO.

The following undermentioned matches will
be played at Victoria Recreation Club, Kow-
loon, commencing each day at 5.30 p.m. sharp.
Monday, 24th June.—V.R.C. v.
H.M.S. Junos.V.R.C.—Goal—F. W. White; Backs—A. J.
Mackie, E. G. Smith; Back—C. M. Alves;
Forwards—F. K. Tait, T. Andrews, H. Rapp.
Tuesday, 25th June.—V.R.C. v. 25th Co.,
E.D., R.A.V.R.C.—Goal—L. E. Lammert; Backs—C. E.
A. Hance, J. Back—A. E. Alves; Forwards—
J. Midar, A. A. Alves, J. H. R. Hance.Wednesday, 26th June.—V.R.C. v.
R. W. Fusiliers.V.R.C.—Goal—R. Henderson; Backs—L.
H. Alves, F. M. Roza Pereira; Back—A.
Alves; Forwards—A. Humphrey, F. Jorge,
H. Kennett.

HONGKONG SHARE MARKET.

HONGKONG, Friday, June 21st.

Messrs. Benjamin, Kelly and Potts, in their
weekly share report state:—A fair general business has been transacted
during the week. Indo-Chinas, Sugars, Teas,
Ropes and Tramways all show an advance on
our last prices while Hongkong and Whampoa
Docks have declined some points. The Hong-
kong Electric Company, Limited has advertised its
Twelfth Annual Meeting for the 6th July.
The transfer books will be closed from the 22nd
instant to the 6th proximo, both days inclusive.
Banks.—Hongkong and Shanghai Banks have
been fixed at 38½ and 38½ per cent. premium
for cash and again at 38½ per cent. premium
for the settlement, and the market closes
steady at the latter rate. The London
quotation has risen to 26½ 10/- There
has been nothing done in Nationals.
Marine Insurances.—A sale of Unions at 34½
has been effected. In China Traders transac-
tions at 56½ have again taken place. North
China have buyers at 118½. Yangtze are
reported sold at 112½. Fire Insurances.—Hong
Kong Fires have been done at 34½ and are
engaged for at 34½. China Fires have
changed hands at 58½ and more are wanted.
Shipping.—Hong Kong, Canton and Macao
Steamboats are in the market at 35½. Indo-
Chinas show a marked improvement on the
previous quotation and are in demand at 51½.
Douglas Steamships are procurable at 55½.
China and Manilla have enquiries at 52½ and
52½ for the old and new issues respectively.
Star Ferries, old, have been sold at 32½ and
32½ and the new at 38½ and 39½
market closing in request at the higher rate.
Shell Transport—the General Managers
have received a telegram from the Head
Office announcing the payment of an in-
terim dividend of one shilling and three
pence per share. The stock has been dealt in
at 21½ and 21½ cum dividend. Refineries.
—China Sigsars have further strengthened and
shares are wanted at 114½. Luzons have been
disposed of at 56½. Mining.—Panjoms are out
of favour at 26½. Raubs in the early part of
the week were taken off the market at from 51½
to 51½, but have reacted and are now on offer
at 51½. Jebebus have been sold and have further
sellers at 34½. Olivers are unchanged. Docks,
Wharves and Godowns.—Hongkong and
Whampoa Docks are dealt with sellers at 17½.
Kowloon Wharves are offering at 11½ after sale
at the rate, New Amoy Docks are quoted at 12½.
Lands, Hotels and Building.—Hongkong
Lands have been booked at 190, 190½ and
200. West Points have been placed at 54.
Kowloon Lands are steady at 30. Hongkong
Hotels are firmer and have been bought at 127.
Humphrey's Estate remains quiet at 13½. China
providents have again been placed at 98½.
Cotton Mills.—Hongkong Cotton are in de-
mand at 58. Quotations of the Northern Mills
are unchanged. Cigar Companies.—Philippine
Tobaccos have been purchased at 58½. Mis-
cellaneous.—Green Island Cements have
changed hands at 194½. A. S. Watsons have
been negotiated at 115½. Electrics are en-
quired for at 12½ for the old and 56½ for new shares.
Ropes have been done at the advanced
rate of 17½. Teas have found buyers at 17½
and 18½. Tramways are wanted at 33½.
Sales of Manila Investments have been made
at 57½.

WISE AND OTHERWISE.

The Sanitary Authorities seem
fumes that to have been bowled clean by the
Failed. Chinese, Mr. Editor, in their en-
deavour to fumigate No. 5 Health
District. There is no fault at all to be found
with the fumigation, that is going ahead like
the proverbial fire-engine, but the Chinese have
defeated its object. As soon as the intention
of the Authorities became known there was a
general exodus. The Chinese carried away
their belongings wholesale, so that there will
be mostly empty houses to fumigate. Knowing
what a host of rubbish the Chinaman collects,
does it not seem foolish to allow him to escape
having this fumigated? So soon as the fumiga-
tion is over the whole of the stuff will be
carried back again, and the state of No. 5
Health District will not have been improved in
the least.Throughout the whole of the
The Crisp Case. Crisp case public sympathy
seemed to be with the Defendant,
and the verdict seems to
have been a popular one. It was very evident
that the Chinese Complainant had prepared
his case too well, and that the little touches
of the rush to the verandah, the peeping into
rooms, and so on, were simply little dramatic
additions prompted by himself. Anyhow, he
seemed to have reckoned without the Chinese
Detective, for he quite failed to see these things.
Besides, if Crisp had been so fearful of
anyone being in the adjoining rooms and
verandah, it is likely that he would not have
objected to the presence of the rent collector
and detective? Now that Crisp has been
acquitted, it is to be hoped that his accuser
will be brought to book. As Mr. Francis
pointed out in his speech for the defence, it is
a wonder more Europeans are not trapped si-
milarly by Chinamen, and it would be just
as well to show that it is dangerous to try and
trap a man from spite.Apparently Mr. Osborne, be-
A Practical lieves in not expecting others to
Man. do what you cannot do yourself,
for I hear that yesterday he be-
came so disgusted at the way in which one of
the Ferry coxswains was handling his launch
that he went down to the wheel-house and gave
him a lesson in practical navigation. It is said
that the coxswain made a great improvement
in himself, and that he has brought the boatmatters the third time. At any rate this goes
to show that the European beats the Chinese
hollow even though he has never handled the
boat before.I fancy, Mr. Editor, that unless
indiarubber cushions are added to
the tops of the piles forming the
guide for the Star Ferry boats at Ice House
Street Pier, these vessels will not oust many
more spring tides. I pointed out before that
they were doing a little pile-driving on their
own account at high water and this still con-
tinues. Some of the boats show the marks of
it, too, in the shape of dented planks, some
being driven right in so that the next one pro-
jects beyond them. When there is a bit of a
joggle on the water they bump quite heavily
and it must mean a big strain on them. They
will never be able to use the guide in heavy
weather on a spring tide, unless the piles are
lengthened.The Yokohama "Eastern
World" prints the following
among its "Translations from
Japanese papers":—Mr. Tanaka Shozo, M.P., who was charged
for contempt of public officials, having yawned
in the Maibashi Chihō Saibansho where he
was present during the trial of those farmers
who had attempted to come up to Tokyo in
order to make a representation to the central
government for the damage which they had
suffered on their farms on account of the
mineral water from the Ashiwa copper mine
owned by Mr. I. Furukawa, was acquitted
after a public trial at the same saibansho.—
Mainichi.A Penangite at home
sends the following to the
Penang Gazette:—Scene.—Glasgow—Central Station.
Time.—Night mail for Euston.
Dram. Pers.—Scotch Reservist, (rejoining
regt. ordered to the front) also large circle of
relations.(All have been "seen" him off" for the best
part of the day, in the usual style).
Reservist, (addressing the circle, his voice
mellowed by pathos and bad whiskey):

"Guid bye mither! (sniff)."

"Guid bye Jock! (sniff)."

And in an effusive burst—

"Guid bye the hail d—d lot o' ye!"

A squad of recruits were getting
Got Him rid of some ammunition on the
There! range the other day, and the ser-
geant in charge began to utter strong
language as the firing proceeded and the
target remained unpunctured. "What! missed
again?" he roared, as an unfortunate recruit
cut up the dust for the seventh consecutive
time. "Great Scott! I don't believe you could
hit a furniture van." "Oh, you needn't crow,
sergeant," retorted the recruit, "you missed a
train yesterday."At the return of the Leeds
The wrong one, Engineers who have been
but he looked serving in South Africa, the
it better. unfamiliar khaki made it
difficult to discriminate, and
one young lady was a little too hasty. Rushing
forward with outstretched arms she threw them
around the neck of one of the men and pas-
sionately kissed him again and again. Then
drawing back her head to gaze at the loved
face (as she thought) she recoiled abashed,
and exclaiming, "Oh! You're not my brother!"
retreated covered with blushes, and was lost
in the crowd.

AT THE MAGISTRACY.

A MASTER SUMMONED.
Captain Leicess of the s.s. Kolistchang, was
fined \$10 for neglecting to immediately give
up to the Post Office all letters bags and car-
riage. We wish the Post Office people
would be in an equal hurry to deliver letters
once they do get them.ASSAULT.
To hear Un Chan Kiu this morning you
would certainly think he had been murdered
and had come to life again to prosecute Wong
Ng for assault. He was held down and
battered about the head by the defendant with
a piece of wood. Having wounds to show the
defendant was fined \$20 or three weeks' hard
labour. He went to prison.STEALING A SLEDGE HAMMER.
Chung Chak has retired from public life for
two months on account of his fondness for old
iron. An ardent collector of bric-a-brac he
collected once too often, with the above result.HAD COINS.
Detective Sergeant A. Terrett was up early
this morning and arrested Lai Tai Tai and
found 38 coins in his possession. Evidence
was forthcoming that 6 ten-cent pieces and 1
twenty-cent piece were bad. The defendant
paid the fine of \$21 imposed.OPIUM.
Chan Ki Soi went to prison for two months'
hard labour for being in possession of about 6
taels of opium.ASSAULT.
Kao Kito and Hias Tallas, two Japanese,
were charged with assault at the instance of
Inspector Collett. The defendants were fined
and paid up.TRESPASSING.
Police Sergt. James Kerr has a great respect
for landed might. He roped in two men for
trespass on two counts and they each went to
prison for 3 weeks.

THE SPOILT BOY OF HONGKONG.

The thanks of the community are due to
Messrs. E. M. Bishop and B. C. N. Johnson for
the trouble they took in bringing an impudent
scoundrel named Li To Nam to justice this
morning. Li serves as boy to the Junior
Mess of the Hongkong and Shanghai Bank-
ing Co., and recently refused to carry down
drinks to some members who were playing
bowls. On being remonstrated with he be-
came abusive and repeatedly taunted Mr.
Bishop to strike him saying, "I no fear you,
you touch me, I go Police Station" finish-
ing up with the expression "you d-d b-
repeated" several times. Fortunately Mr.
Bishop kept his temper and determined to
summons him. Mr. Hazeland sternly reproved
the defendant and fined him \$5 or three
weeks' hard labour. It is a pity more of these
scum are not brought up. The ordinary
Chinese boy has been spoilt to such an extent
that he is unbearable, and yet knows he is
necessary. If Mr. Bishop had struck the boy,
he no doubt would have had to answer to his
superiors. Even a weak institution like the
Banking Corporation in question should

A RAT'S TALE.

BY OUR LUNATIC CONTRIBUTOR.

SCENE I.—A basement in a plague-ravaged
British Colony. Time 4.50 a.m. Enter
a CAT and KITTENS. The cat is carrying
a large RAT ailed, after instructing the kit-
tens in the noble sport of rat hunting, the
parly retires, leaving the corpse in the
middle of the floor. A cock crows and
the dawn gradually breaks. Enter a
COOLIE.COOLIE.—Hy yah! Hab got lat. I just now
talkee that policeman, he pay my tlee cent.
Exit COOLIE to call POLICEMAN.

Enter COOLIE and POLICEMAN.

COOLIE.—Look see, hab got lat! Just now
more better you pay my tlee cent can do!
POLICEMAN.—For Gawd's sake John don't
ye touch the varmint. He's a plague case for
shure. Go an' call the Secretary.

Exit COOLIE.

Enter Coolie followed by sleepy SECRETARY
in pyjamas.POLICEMAN.—If ye please sor, the coolie
calls me a few minutes back an' actin' on in-
formation received, I follers the man an' arrests
the corps, as ye see sor. If ye'll kindly mind
the corps for me sor, I'll just ring up the
Central for a file of men and an Ambulance.
SECRETARY.—For heaven's sake, man, do
nothing rash. You stop here while I inform
His Excellency.Exit SECRETARY. POLICEMAN, having
picked up and smell rat, sits down beside it
and falls asleep.SCENE II.—An anteroom in the same build-
ing. Present.—H. R. THE GOVERNOR, the
AIDE-DE-CAMP, the SECRETARY and a
telephone, all, with the exception of the
telephone, in pyjamas.

itary state and to require most extensive repairs. Served a notice on it to that effect.

WITNESS LEAVES THE BOX AND TAKES HIS SEAT AMONGST THE SPECTATORS. THE HEAD OF THE FIRE BRIGADE enters the box.

H. O. F. B.—The Brigade was turned out at 5 a.m. on account of an alarm at Government House. After ten steamers and three manuals had been playing on the building for half-an-hour, the Aide-de-Camp came to say there was a dead rat in the basement. I immediately ordered the fire escape to be rigged to the upper windows and the engines to confine their attention to the prevention of the spread of rats.

WITNESS LEAVES THE BOX. THE PRINCIPAL CIVIL MEDICAL OFFICER comes up with a stethoscope and a rat's tail protruding from his breast pocket, a lance stuck behind his ear, a dissecting knife in one hand and a microscope in the other.

THE P. C. M. O.—May it please your worship, I was called to Government House to inspect a body. The body was that of a—

Here a dead rat is found in front of the witness box. The spectators make a frantic rush for the door, the occupants of the bench scold, out of the private entrance and only the Coroner is left.

CORONER.—My Yah! One more piece rat. (Pockets rat. Exit.)

CURTAIN.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

TWO SIDES OF A CASE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Without going through all the sorry details of the way, and the methods used, by the Government for eradicating plague in Hongkong in the last few years, no sensible man will dispute the point that, judging by results, those ways and methods have proved totally inadequate to effect the object they were brought into being for. The plain facts are, the disease is as virulent and as wide spreading as it was in '94. The attempt to judge the extent of the sickness by the published daily returns is too obvious a farce to be longer upheld. The Authorities in years gone by mapped out a lovely scheme (in theory) and regardless of the utter absurdity of it, as proved by experience, still persist. Roughly, the scheme was—We will induce the Chinaman to first take steps to report to the proper people, we will then take him away promptly to a beautiful spot at Kennedy Town, he shall be attended by his own countrymen, and treated with his own pet medicines, we will take charge of his house, his furniture and his effects, we will thoroughly disinfect the lot so that on his recovery he will find everything in order and get a fresh start all sweet and clean. A scheme such as this was no doubt worth trying and brains and money were spent (not profusely) in thoroughly testing it. Seven years work has proved the utter worthlessness of the system and still the powers that be, putter along the same old lines with much-headed persistency.

They have not induced the Chinaman to report himself sick. They have not been able to cure him when they do get him, they do not hand back his household goods as they found them, and they take between two and three hours to get him to hospital. If only one thing had been effected, inducing the sufferer to declare himself, the most fruitful source of contagion would have been done away with. By the methods used the evil has been accentuated not removed. The European has naturally a great grievance against the native. The Chinaman has a strong argument in answer. The former says in effect, "I may catch the epidemic through you." The latter says "I report myself, I die." How much longer will it take before we Westerners face the fact that we cannot force our modern civilization upon people still thinking and reasoning as the scholars of a thousand years ago taught them to do. First recognising that such is the case, why not adapt ourselves to the circumstances? The power to do this has made the British nation the colonizing power it is. To try means, and finding them wanting, still continue the illogical method of the average missionary, not of a sane Government.

Let us put the case of the Chinaman, and once thoroughly understanding that, we may get at a solution of the difficulty: not kow-towing to his ideas, but always with a regard to our own safety.

In the first place the native looks upon the matter from an entirely different standpoint to what we do. If he gets sick it is the work of a devil. Laughable to us, deadly serious to him. How should we like to be instructed by a foreign nation to remove our Satan with Jeyes' disinfectant?

In the first place the sick Chinaman is too far gone on admittance to hospital to hope for his recovery. His dread of going is on two accounts. He will surely be killed in a European managed hospital and when dead will be buried in quicklime, so that in after years no bones will be found for his relatives to cherish. Remember this is the Chinaman's reasoning and it all is intensely real to him. (By the way showing the slipshod methods of the alleged Sanitary Board: Last week it was decided to do away with burying in quicklime, but that is not widely known. A thousand placards should have announced the fact.) Then again, a man is taken sick in a house, perhaps inhabited by five poor families, if those people cannot sneak away before the officers of the Sanitary Board swoop down, they are practically ruined. By the time rubbish is cleared away, their goods stacked and fumigated, their rooms scrubbed and disinfected, they have no unanswerable argument on their side. If they go to a Canton plague hospital they have great hopes of recovery; if they go to Kennedy Town they are practically dead when they start. All sorts of trouble has been taken to get reliable information on this point and the astounding result is revealed. That plague hospitals in Canton save 40% of their patients while ours, although sub-managed by Chinese doctors, can barely save 2%.

Our history teaches us that in all cases of great necessity there has always arisen the man, the strong man, "The man who can" where is he on this occasion?

Where is the man that will?

Advocate a parcel of land being set apart in the new Territory and a plague hospital for Chinese erected.

2. This hospital to be right away from any European houses and managed by the best Chinese doctors that money can procure, without interference from the government officials in any way, subject only to reporting weekly.

3. That in case of death the relatives should be handed over the body to be dealt with according to their ancient rights.

4. That launches should run four times a day to this hospital from Hongkong, obviating a two hours rattle-bone-over-the-stones trip.

5. That all fumigating of houses should be done by the occupants, not by the Sanitary Board. A Sanitary official being present but, no Chinese Sanitary official intervening.

Is there a man who has the courage to try and convince the Government of these things?

at the wrong end of the stick? Mr. Osborne at last Sanitary Board meeting touched on the subject but did not go far enough. As far as he did go he was promptly sat on and in fighting his way virtually against a majority, the sphinx like aspect (no one could possibly be so wise as Mr. Osborne sometimes looks) was dropped and the natural aggressiveness shown. But the odds were too great and the Board will continue on its old sweet way. But combination can do that, which if tried singly would fail. There are two silent gentlemen, Chinese, that quietly laugh in their sleeves at the gravely discussed measures that will never be carried out, these gentlemen in conjunction with the hardest working man on the Board, a man with heart and soul in what he knows is a hopeless task under the present system, Dr. Clark, M.O.H. to wit, would carry through measures that would frighten the Vice-president out of his bored expression and shock him with the fact that other people can have the temerity to differ with him. Vital interests are at stake, Hongkong in any one plague season loses as much money through the disease as would build and equip ten plague hospitals, and nothing but the most strenuous efforts will upset the Government's snug complacency backed up for its shameless (it is said) by the apathy of the general public.

THE WANDERER.

Hongkong, June 22nd, 1901.

PAKHOI.

(From a Correspondent.)

PAKHOI, 18th June, 1901.

THE TROUBLE IN LIMCHOW.

I am going to give you some more details about this unfortunate occurrence. Shortly after the arrival of the *Jaguar* on Sunday morning, the 2nd instant, the Commander of the ship, along with the German missionaries proceeded, under a drizzling rain, to the local mandarin's yamen, when the Commander announced his intention of proceeding with a guard to Limchow the following morning, in order to interview the Prefect on the matter, whereupon the local mandarin became alarmed at the idea and prayed the Commander not to do so, as it would involve great risk and responsibility, and that he was going to despatch a telegram to the Prefect at once asking him to come out to meet them. The local official alleged that the presence of an armed body of foreigners in Limchow would alarm the people and drive them mad. The Germans consented to this, with the assurance that the Prefect would come out on the following day.

ARRIVAL OF THE PREFECT AND SUB-PREFECT. About 5 p.m. on the 3rd instant these two high officials, accompanied by the usual retinue of braves and attendants, entered this city, but it was an unusually quiet affair; there was no trumpet blowing, as usually on such occasions. About 8 a.m. on the 4th these two officials proceeded to pay a call on board the *Jaguar*. They were rather reluctant at first to go on board, fearing lest the vessel might start away with them to enforce the demand. Strange idea!

THE LANDING OF THE GERMAN MARINES. On the 4th inst., there was an unprecedented event in the annals of this port. They marched in rifle in hand, and officers with drawn swords, to the local yamen, escorting the Commission to the Conference, which was composed of 5 officers from the *Jaguar*, H.B.M. Vice-Consul, Mr. E. C. Weiner (who is also in charge of the German interests), Pastor Witt and the Rev. Mr. Bach. The two last-named gentlemen are attached to the German Mission. The Conference lasted about three hours.

OUTCOME OF THE CONFERENCE. It was agreed at the Conference that the sum of \$5,000 should be paid to the German Mission as indemnity, and in place of the house destroyed, the T'ong Sing T'ong would be given them, to carry on the Mission work in future. [T'ong Sing T'ong is a substantial building, near the Prefect's Yamen, and next to the Examination Hall. It is a sort of Mortuary for the officials, who when they happen to die in Limchow, their coffins would be taken thither to await removal to their respective native province.]

The affair having been terminated to the satisfaction of the Germans, the *Jaguar* left the port on the 6th instant with the intention to return in a couple of weeks to see if the promise on the part of the Chinese has been carried out to the letter.

The French man-of-war *Kersaint*, also left on the afternoon of the 8th instant. The *Jaguar*, as promised, returned here again on the 16th. She was unfortunately caught this time in bringing a dead body, that of a stoker on board, who died of heat apoplexy during the voyage. The remains of the deceased stoker were taken ashore soon after arrival and the funeral took place yesterday afternoon, when most of the crew of the vessel were present. The remains were entrusted to mother earth within the German Mission compound.

PLAGUE. This terrible disease doesn't seem to have forgotten us this year. It has been carrying away scores of people during the last six or eight weeks, but seems to be abated now, although the weather is exceedingly hot. One peculiar thing which came to my notice is that in former years the disease attacked or confined itself within a certain part of the town at one time and then suddenly jumped to the other. This year it affects simultaneously everywhere throughout the town, but fortunately in a comparatively mild form up to the present. My wonder is how the natives are keeping themselves alive and do not all die of the disease, considering the state of filthiness of their habitations and its surroundings. Chinese towns are all in a bad state as regards cleanliness, but I think this part is one of the dirtiest, if not the dirtiest of all. I don't think any member of our Sanitary Board would dare to say anything regarding filthiness in your colony after paying a visit to any of the side lanes in the China town here. Fortunately there is little or no occasion for the few foreigners to go down town, as they are all living up in the bluff, and they have little or nothing to do in the China town; the only thing in which they are helpless is that they cannot prevent the native servants from intermixing with the other natives in their much-a-do and marketing. The marker, I believe, is the filthiest place of all.

HIGHWAYMEN.

Robbery by highwaymen not far from this town has been of late, and their depredations have undoubtedly infused dread on the travellers, who were pillaged most mercilessly, depriving them of everything they carried and in some instances even the clothes they wore. The officials have received orders to prosecute them to the utmost and some very important arrests have been made. Kidnapping well-to-do people for ransom was adopted in some cases. Executions have been taking place in Limchow lately almost weekly. With the view of inspiring fear to the cut-throat fraternity of this place and surroundings, permission had been obtained from the higher authorities, to execute some of the robbers here. As the outcome of this, six delinquents have had their heads chopped off on Sunday, May 26, about 9 a.m., on a bench only a few hundred yards from the shore of the Victoria Harbour.

thousands of natives thronged to witness the ghastly scene, amongst whom were a good sprinkling of females and children. The executioner, after performing his bloody duty, proceeded to cut open the stomach of the culprit and extracted the liver, which he handed to a bystander, for what purpose I cannot fathom, probably the native medics have discovered some medical properties in the intestines of executed men, or else there might be some "joss pigdin" in connection with it. Again, two more robbers were dispatched to eternity on the 6th instant at the same place.

MOVEMENTS IN THE FOREIGN COMMUNITY.

The foreign colony, small as it has always been, has lately undergone an important change. Commencing with the departure of the French Consul, Mons. F. Liebert, on the 28th March, there have been frequent shifts up to the present. Mons. F. Liebert was left in charge of the French Consulate after the departure of Mons. Liebert, until the arrival of Mons. L. Flayelle, on the 5th May, on which day, after handing over the Consulate to the new Consul, Mons. Liebert left on the same day for his new appointment in Longchow.

H.B.M. Vice-Consul, Mr. V. S. Savage also, after being relieved by Mr. E. C. Weiner, left this port on the 4th instant, on which date Mr. Weiner assumed the duty of Vice-Consul for His Britannic Majesty and German Consular Agent. Mr. Weiner retains his office as Vice-Consul at Hoihow at the same time.

THE NEW COMMISSIONER.

The long-felt want of a Commissioner of Customs here was at last filled by Mr. Paul H. King, late Commissioner at Canton. Mr. King took over the charge of the Customs on the 15th May from Dr. A. S. Deane, who left on leave on the 1st inst. Dr. Deane has been actively conducting the work of the Customs here for several times, during the absence of a Commissioner proper.

A STRANGE ARRIVAL.

There is news current in the town that an American citizen, whose name I ignore, arrived here the other day from Limchow in a distressed condition, but escorted by a guard from the Prefect. It is stated that he is a Yankee newspaper correspondent, who after travelling a good deal up in the North, came to Canton, whence he started on a journey to Yunnan by land. Having been met by robbers on the way when he lost everything he possessed, even his passport, he travelled on to Limchow and this port to wait for a relief until he could start again on his journey.

June 19th.

I hear the whole gang of officials of Limchow were dismissed by a telegram received from the Viceroy of Canton received late last night, on account of the Germans. The officials are blamed for not reporting the settlement of the affair to the Viceroy. How sad!

The indemnity to the Germans was paid last night at the British Consulate.

THE PLAGUE.

Number of cases reported (Chinese.....1,338 up till noon of the 21st Other Asiatics 45 June, 1901 Europeans.....23

Number of cases reported (Chinese.....16 during the past 24 hours Other Asiatics 1 Europeans.....0

Total number of cases reported to date 1,423

Number of deaths reported (Chinese.....1,394 up till noon of the 21st Other Asiatics 31 June, 1901 Europeans.....9

Number of deaths reported (Chinese.....26 during the past 24 hours Other Asiatics 0 Europeans.....0

Total number of deaths recorded to date 1,534

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....144 " Other Asiatics.....8 " European.....2

Total.....154

Deaths Chinese.....144 " Other Asiatics.....5 " European.....3

Total.....152

The plague returns for last week were:—

Cases.....151 Deaths.....151

The returns for 22nd June, 1891, were:—

Total deaths to date.....2,041 New cases in previous 24 hours.....31 Deaths in previous 24 hours.....34 Patients under treatment.....163

All the European cases in Kennedy Town plague Hospital are, we are glad to say, doing well.

Little John Varcoe after a most severe attack is discharged as cured—also an Indian boy named Solumm.

The Indian Abdulla picked up in an unconscious condition, died last night.

ALLEGED PLOT TO MURDER THE CHINESE EMPEROR.

(New Press Special.)

SHANGHAI, June 17th. The native papers have received, on the best authority, news of most sensational character regarding the Emperor, but they dare not print the news, for fear of the Chinese officials. It is said that Tuan and the Dowager have arranged that the Emperor will leave Hsianfu for Peking, without the Dowager; then he will be (supposedly) "killed in a fight with bandits" on the road, and the Foreign Powers will be duly notified. Tuan's son Pu Tsing will be put on the throne, with Tuan and the Dowager as joint regents.

A new capital, it is said, to be set up at Kaifong, chief town of Honan province. Many Chinese still say, and always have said, that the Emperor was really killed in the coup d'etat of September, 1898, and that the present scheme is intended to cover up the fact that he has all this time had no actual existence.

BY THE MAIL.

(From Home Papers.)

What it Cost.

A Parliamentary paper shows that the estimated cost of the operations in China amounts to £5,600,000. The figures are made up of £3,500,000 in 1900-1901 and £2,100,000 in the current year.

Ramsden Dock.

The newly-deepened sill at Ramsden Dock, Barrow, was opened on 17th ult., by the *Hogue*, cruiser, built by Messrs. Vickers, Sons, and Maxim. There was 30 ft. 6 in. of water on the sill, the Japanese battleship, *Yamato*, 14,000 tons, displaced 14,000 tons, and 1,400 ft. long.

Russian Medal. The Tsar has ordered a medal to be struck commemorating the deeds of the Russian troops in China. Vice-Admiral Alexieff, commanding the troops in the Kwantung district, has been appointed Adjutant-General. The crews of the three gunboats which took part in the capture of the Taku Forts have also been granted distinctions.

H.M.S. "Eclipse."

The cruiser *Eclipse*, which was ordered to commission on May 30 for the China Station, begun her steam trial in the North Sea on 17th ult. after refitting at a cost of £19,000. She returned to Sheerness on 18th, her machinery trials having been in every way successful, and proceeded to Chatham Dockyard to complete her equipment for despatch to China.

The Topeka Servant-girls.

The Rev. Charles Sheldon, the well-known author and preacher of Topeka, Kansas, recently wrote a book on the servant-girl question. His idea is that a servant should be treated as a member of the family. All the servant girls in Topeka and many other Western towns have been reading the book, and hundreds are giving up domestic work because their employers refuse to treat them as social equals and give them the privileges demanded.

"Relics"—not Loot!

Mr. J. C. Stevens has sold by auction some interesting Peking relics, of which the most important were as follows:—A brown leather short-jacket of very fine quality, £21; an exceptionally fine mandarin's sable cross, 55 guineas; sable robe and lining of a mandarin's robe, 28 guineas; a royal official reception coat, lined with ermine, embroidered in gold, with five-clawed dragon, and a sable hat to match, £20; richly embroidered silk coat, lined with white fox, with the five-clawed dragon, £21; a complete set of blue china, from the "Temple of Heaven," nine guineas.

"Popular" Religion.

Some of the popular clergymen of America are adopting remarkable devices for drawing people to church. In Brooklyn a pastor, who is a clever artist, attracts big congregations by making lightning sketches in the pulpit to illustrate the points in his sermons. A Western clergyman has achieved equal fame by singing "solos and giving thrilling recitations. In Cleveland a minister is having his church built with free swimming baths and reading-rooms, open day and night, and a roof garden for concerts.

Sir A. Gaselee.

It is expected, as a result of the recent publication of General Sir Alfred Gaselee's despatch, that a *Gazette* will be published at an early date conferring honours upon those who have distinguished themselves in China. These will be upon the Indian scale. General Gaselee himself has more than maintained the reputation which he won on the North-West Frontier, and it is understood that his personal reward will be the G.C.B. promotion to the rank of major-general (he is only a substantive colonel now), though locally a lieutenant-general, and the command of the first-class district in India rendered vacant by the promotion of Lieutenant-General Jennings.

Gunnery Ship.

The *Immortalité*, armoured cruiser, has been commissioned at Chatham as a going gunnery training ship. She is to be considered as a tender to the *Wildfire* flagship at Sheerness. The armoured cruiser *Narcissus* has similarly been commissioned at Portsmouth as tender to the *Excellent*, the gunnery establishment at Portsmouth. Both these vessels will inaugurate an entirely new system of training seamen in gunnery. Hitherto the men have had to do the sea practice from small gunboats armed with either 6-inch or 4.7-inch guns. The vessels have, however, been fitted up with every class of gun used in the Royal Navy, from a 9.2-inch downwards. It will be remembered that it was these two vessels which figured so conspicuously in the Port Arthur episode in 1898.

The German Fleet.

A Berlin correspondent states that four of the seven new cruisers of the *Gazelle* type are now ready, and the other three will be ready within a few months. One of them, the *Ariadne*, commanded by Captain Deubel, will shortly leave Germany to relieve the small cruiser *Irene*, in East Asiatic waters. The displacement of the seven new cruisers is 2,650 tons, their speed from 20 to 21 knots an hour, and the crew of each consists of 11 officers, 10 warrant officers, and 228 non-commissioned officers and marines. Captain Pohl, who is on his way back to Germany after commanding the large cruiser *Hansa* in the Far East, has been appointed a member of the Central Department of the Imperial Navy Office. Captain Lans, who was wounded while in command of the *Hita* at the taking of the Taku forts, and who is still on sick leave, has been appointed First Adjutant to the Chief of the Admiral's Staff. His Majesty has countermanded the despatch of the gunboat *Fuchs* to American waters. She is to remain with the gunboats *Illis*, *Jaguar* and *Tiger*, on the China Station.

The Expenditure of National Capital.

A very welcome antidote to the rather overdone apprehensions with respect to our national progress and resources is to be found in the common-sense optimism of Sir Robert Giffen's address on the expenditure of national capital. Sir Robert Giffen scotched some time ago the belief that Great Britain was going, internationally, to the poor-house because her imports exceeded her exports, but he did not quite succeed in killing it. The money spent on armaments have awakened the notion in a new form; and side by side with the morbid horror expressed at this expenditure has sprung up the declaration that the nation is selling its securities to pay the bill—is, in short, living upon its capital. Sir Robert Giffen disposed of the second of these theories by as simple a means as that which he employed in disposing of the first. He produced the incontrovertible evidence of the income tax assessment. By these he showed that the accumulated wealth of the country and the income of the country are steadily going up.

The Scotch Census.

The Registrar-General for Scotland has issued a statement on the census of Scotland. The table for the different counties—the figures are stated to be subject to revision—show nearly half a million increase, and are as follows:—Increases: Aberdeen, 18,553; Ayr, 27,747; Dumbarton, 15,646; Dundee, 31,717; Edinburgh, 3,277; Elgin, 1,286; Fife, 27,085; Forfar, 5,994; Galloway, 1,276; Kinross, 5,399; Kirkcaldy, 3,277; Lanark, 23,049; Leith, 11,979; Nairn, 161; Peebles, 316; Perth, 1,070; Renfrew, 37,660; Stirling, 33,873; Decreases: Argyll, 919; Banff, 245; Berwick, 1,605; Caithness, 3,558; Clackmannan, 1,149; Inverness, 2,229; Kirkcubright, 626; Orkney, 2,730; Ross and Cromarty, 2,776; Roxburgh, 4,797; Selkirk, 4,773; Shetland, 950; Sutherland, 1,070.

large towns are included in the above figures for the counties, and the county aggregate is 4,462,374, which, with the shipping population of 9,384, makes the total population of the country 4,471,757. For the first time the population of Scotland is greater than that of Ireland, the excess being 15,411.

The Royal Geographical Society.

The anniversary meeting of the Royal Geographical Society was held on 20th ult. in the Theatre, Burlington-gardens, Sir Clements Markham, the President, occupying the chair. The Royal Medals for the Encouragement of Geographical Science were distributed, the Founders' Medal going to the Duke of the Abruzzi, and the Patron's Medal to Dr. A. Donaldson Smith, for their great services as explorers. The President, in his address, sketched the geographical work most recently accomplished, and stated that the arrangements connected with the Antarctic Expedition, which the Royal Society and the Royal Geographical Society had organised, were fully abstained from any comment on the recent controversy in regard to Dr. Gregory's position, the only direct allusion to this subject being the announcement that the Council at their meeting had confirmed Dr. George Murray's appointment as chief of the civilian scientific staff during the outward voyage of the *Discovery* to Australia. A statement that a Fellow of the Society has promised to contribute £5,000 towards the cost of providing a second ship to act as tender to the *Discovery* evoked loud applause.

"Shamrock II."

The trial races, as they are called between the two *Shamrocks* continue to furnish surprises. When the new challenger for the America Cup first hoisted her sails in the Solent and went out to stretch them in company with *Shamrock I.* it was agreed on all hands that *Shamrock II.* was just as well as *Shamrock I.* had distinctly improved upon Mr. Fife's design. And yet now, after the new yacht has been "tuned up" to racing pitch, it would appear from the results of the trials that she is barely a match for the old one. On the 20th ult. the two yachts raced over a 24-mile course off the eastern end of the Isle of Wight, and at the end of the 12-mile beat to windward *Shamrock I.* led by 39 sec. Now in the America Cup races last year *Shamrock I.*, on this point of sailing, was hopelessly inferior to *Columbia*, and it is tolerably certain that we shall never win the Cup with a yacht that can sail "off" the wind but not "on" it. Coming home before the wind *Shamrock II.* outran her sister and finished with a lead of 37 sec. On the 21st there was another trial, and *Shamrock I.* came in first. If the results of these matches really indicated the relative merits of the two yachts they would be most disappointing, and *Shamrock II.* might just as well be spied a fruitless voyage across the Atlantic. But there are sufficient grounds for thinking that, except to those who are actually sailing the yachts, the results are quite meaningless. There is no reason as yet to be at all despondent about *Shamrock II.*

Naval Appointments.

The following appointments have been made at the Admiralty:—Commander: R. G. Gregory, to the *Edith*, to date May 27. Midshipmen: M. K. Horton and M. C. Brotherton, to the *Edith*, undated; and R. Bacchus and J. L. C. Clarke, to the *Edith*, to date May 30. Lieutenants: C. M. Masters (N), B. S. Thesinger (G), R. A. Newton (T), A. W. Kerr, H. T. Pritchard, and C. R. Watson to the *Cressy*, to date May 28. Midshipmen: G. N. Biggs, to the *Edith*, to date May 30; G. B. Palmer, C. H. Mackinnon, E. T. Fletcher, F. L. Buck, and A. T. D. George, to the *Cressy*, to date May 28th. Naval Cadets: A. H. Bisset, to the *Ocean*; C. H. Phillips and A. G. Onslow, to the *Edith*, to date May 30; L. A. W. Spooner, H. N. M. Hardy, J. F. Hutchings, H. R. Sawbridge, and R. R. Halliwell-Carew, to the *Cressy*, to date May 28. Midshipman E. Combe, to the *Cressy*, to date May 28. Paymaster H. Constantine, to the *Cressy*, to date May 28. Captain, H. M. T. Tudor, to the *Cressy*, to date May 28. Commander F. H. Allenby, to the *Cressy*, to date May 28. Midshipman V. R. Williams, to the *Cressy*, to date May 28. Staff Surgeon R. H. Nicholson, to the *Cressy*, to date May 28. Lieutenant M. D. McNeill, to the *Edith*, to date June 7. Fleet Engineer J. S. Watch, to the *Cressy*, to date May 28. Engineers: H. E. Rush and J. Kelly, to the *Cressy*, to date May 28. Assistant Engineers: H. Hammond, E. B. Scott, and E. G. Smith (probationary), to the *Cressy*, to date May 28. Paymaster A. H. Veitch, to the *Edith*, to date May 30.

Shipping.

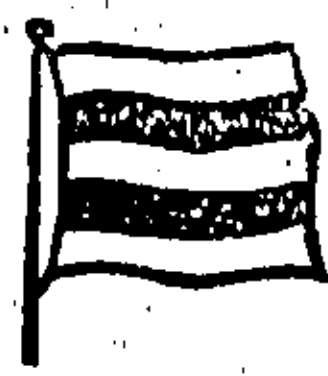
Arrivals.

PARRAMATTA, British steamer, 2,696, R. T. Cook, R.N.R., 21st June.—Shanghai 18th June, Mails and General.—P. & O. S. N. Co.
GLENNARTNEY, British steamer, 1,997, G. E. Warner, R.N.R., 21st June.—Amoy 20th June, General.—McGregor Bros & Co.
QUEEN ADELAIDE, British steamer, 1,835, T. McNair, 21st June.—Tacoma via Ports 8th May, General.—Dodwell & Co., Ltd.
HONG WAN I, British steamer, 2,060, A. Frapp, 21st June.—Singapore 16th June, General.—Chinese.
ELSA, German steamer, 1,702, Schonwandt, 21st June.—Canton 21st June, Ballast.—Jensen & Co.
APENRADE, German steamer, 611, Lorenzen, 21st June.—Haiphong 19th June, General.—Jensen & Co.
HOIHO, French steamer, 532, Merlees, 21st June.—Pakhoi and Hoihow 20th June, General.—R. R. Marty.
CIUNANG, British steamer, 1,428, Rice, 22nd June.—Bangkok via Kohsi-chang 15th June, Rice.—Jardine, Matheson & Co.
FLINTSHIRE, British steamer, 2,476, J. Dwyer, 22nd June.—London 3rd May, and Singapore 17th June, General.—Shewan, Tomes & Co.
ESMERALDA, British steamer, 966, J. McGinty, 22nd June.—Manila 19th June, General.—Shewan, Tomes & Co.
ULA, British transport, 3,426, T. A. Collins, 22nd June.—Taku 10th June, Government Stores.—Transport Officer.
HVE, French steamer, 705, G. Godinan, 22nd June.—Haiphong 18th June, Rice and Figs.—A. R. Marty.
HAILOONG, British steamer, 783, H.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIJUN MARU H. Ono	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, SOYI, KOBE and YOKOHAMA	MONDAY, 25th June, at 1 P.M.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 28th June, at Daylight.
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 19th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- lulu)	SHANGHAI, INLAND SEA OF JAPAN, Kobe AND YOKOHAMA.	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- lulu)	FOR VICTORIA, B.C. and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- lulu)		Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 19th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLA," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on or about the 6th July, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"CAESAR"	TUESDAY, 23rd July, at Noon.
"COLUMBIA"	TUESDAY, 6th August, at Noon.
"DORIS"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.

THE U.S. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Passengers to these cities pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Bills of Lading issued to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China or re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

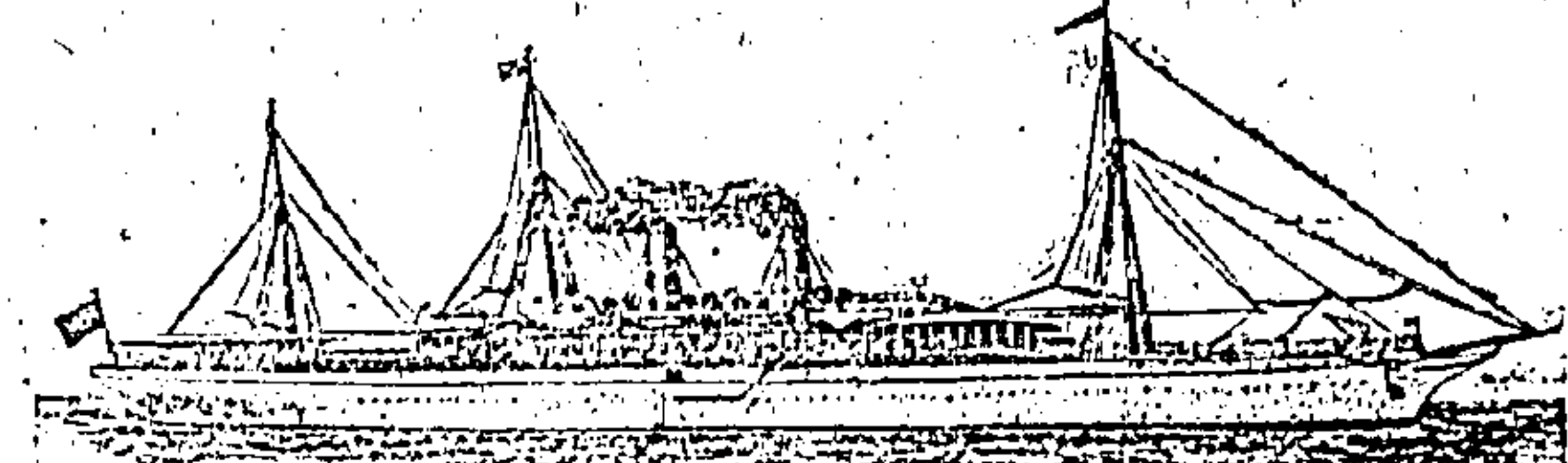
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 22nd June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and making connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fidler's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo, at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG.	25th June.
SAMBA	(Calling at SINGAPORE and PENANG.)	Freight.
SCHMIDT	HAVRE, BREMEN and HAMBURG.	12th July.
WUERZBURG	(Calling at SINGAPORE and COLOMBO.)	Freight.
SCHUEDE	HAVRE and HAMBURG.	26th July.
ACILIA	(Calling at SINGAPORE and PENANG.)	Freight.
Y. DUEHN	HAVRE and HAMBURG.	9th August.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	25th instant.
ILOILO and CEBU	"CHINKIANG"	28th instant.
MANILA	"SUNGKIANG"	28th instant.
YOKOHAMA AND KOBE	"TSINAN"	29th instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PELEUS"	25th June.
"	"DEUCALION"	2nd July.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"MACHAON"	25th June.
"	"PROMETHEUS"	15th July.
"	"ALCINOUS"	23rd July.
LIVERPOOL (DIRECT)	"GLAUCUS"	About 15th July.
(Taking Cargo at LONDON RATES.)		

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 21st June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED. IMPERIAL GERMAN MAIL LINE.

FOR TAMSUI VIA SWATOW & AMOY.	STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Company's Steamship	THE Imperial German Mail Steamship
"DAIJIN MARU,"	"BAVERN"
Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 23rd instant.	of the NORDEUTSCHER LLOYD.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.	Captain H. Bleecker, due here with the outward German Mail about TUESDAY, the 25th instant, will leave for the above Places about 24 hours after arrival.
Hongkong, 17th June, 1901.	NORDEUTSCHER LLOYD.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.	For further Particulars, apply to MELCHERS & CO., Agents.
FOR SINGAPORE, PENANG AND CALCUTTA.	Hongkong, 21st June, 1901.
THE Company's Steamship	

"KUMSANG," Captain E. J. Butler, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship "MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901. "GLEN" LINE OF STEAMERS. FOR LONDON. THE Company's Steamship, "GLENGARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "INDRANI," Captain J. S. Stevenson, will be despatched as above on or about the 10th July. For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. "GLEN" LINE OF STEAMERS. FOR LONDON & ANTWERP. THE Company's Steamship "GLENEK," Captain J. Riffert, will be despatched for the above Ports, on THURSDAY, the 11th July. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. SHEWAN, TOMES & CO'S "NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 1st May, 1901. TO LET. POSSESSION APRIL 1ST. STEWART TERRACE. Apply to J. W. NOBLE, Hongkong, 6th March, 1901.

Hongkong, 12th June, 1901. TO LET. A HOUSE in RYON TERRACE. HOUSES at LEIGHTON HILL. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1901.

Hongkong, 12th June, 1901. TO LET. MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road. S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS.

Hongkong, 12th June, 1901. TO LET. A HOUSE in RYON TERRACE. HOUSES at LEIGHTON HILL. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1899.

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAVORED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scrophulous, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent cure. It cures Old Sores, Cures Sores on the Neck, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Scurvy, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the blood from all impure matter. From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the blood and bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles as follows: each, and in cases containing six times the quantity, is sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors: THE LANCET AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England. Trade Mark—"Blood Mixture."

CLARKE'S BLOOD MIXTURE. CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes passed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England" are engraved on the Government Stamp, and Clarke's World-Famous Blood Mixture.

AN ECLIPSE AT SINGKEP.

(From the Straits Times.)

And what, pray, is Singkep? asked our friends at home when we mentioned last February that we were about to set sail from New York for those regions. "Is it a city or a mountain or a nation?" And then we were able to reply, from lofty heights of superior information, that it was a Dutch island within reach of Singapore, quite small, celebrated for tin, and almost exactly at the centre of the eclipse-track, that pathway of anticipated darkness in which were about to collect astronomical expeditions from many parts of the world. For the first eclipse of the new century would be the longest ever observed—it indeed this one should be observed at all, after having elapsed the most meteorologically fickle localities on earth for its route.

The Dutch Government had issued a careful pamphlet as to cloud liability in many places, and from that it appeared that Singkep, had quite as good probabilities as the west coast of Sumatra; and as English, Americans, Dutch and Japanese were gathering in great force at and near Padang—a concentration of apparatus, never the most desirable—the Amherst College Expedition pursued its way to Singkep, giving one more chance for good behaviour to the uncertain skies of these equatorial lands.

Generously made guests of the Tin Company, we sailed southward in the comfortable little steamer which, belonging to the Corporation, brings tin to Singapore, and conveys Chinese coolies to its country. An interesting company indeed were these twenty-two recruits who filled the forward deck on one short voyage. Immensely entertaining, too, their identification before starting, when their unpronounceable names being shouted by an authoritative countryman, each coolie stepped forward and was compared with his own photograph. The collection of pictures might not have adorned a gallery of beauty, but would probably be much more significant to an ethnologist than any number of picturesque faces and picturesque attitudes. The sail to Singkep constantly reminds one of certain portions of the far-flung islands of Japan. Its charming islands rise from the quiet water in beautiful perspective, offering vistas of channel and bay apparently land-locked, but always opening, just in time, for further progress, the near ones deeply trodden green, the more distant softened by a pale mistiness into delicate shades of grey-blue—until one wonders when the lovely marvel will cease, and why no world-famous description of this enchanting water-way has yet been written.

Pretty Rhio left behind, and Lingga with its impressive peaks and forests, the Singkep shores followed and its points rounded, we cast anchor just as a brief, blazing sunset was fading behind the hills in quiet bay, on whose shores at least eight lights could be seen in the gathering dusk. That was Singkep—no city, nor yet a town precisely, but of far greater interest to unaccustomed eyes than a long terrace of brilliant lights had illuminated shops and palaces. And Singkep did not belie its promises. The Malay kampongs under friendly cocoanuts; the tin mines where lines of coolies passed noiselessly up and down looking in their big hats like files of unusually industrious muskies; the sugar-mill— heaven save the process!—the still, mysterious jungle outside, all fitted the time with absorbing occupation, while the astronomer set up telescopes by day and observed stars by night. And such sights! The deep blue velvet of the sky was pierced through with diamond constellations burning with an intensity never seen in more northern regions; that strange, unfamiliar firmament, wherein the southern cross rose high and upright on the meridian, glowed clear and close, night after night, not a cloud dimming the glory of great Canopus, or of Alpha Centauri, the nearest star in all the universe.

A long chair on a breezy verandah shaded by palms and clove trees, and that superb "dame of the forest" to match the short, breathless sunsets, with riotous ferns and vines embracing every tree in sight, cascades of bougainvillea, and through it all glimpses of a turquoise sea—this is Singkep. Cloud and sunshine alternated every day. Sometimes a long, hot forenoon would be followed by a thunderstorm as the sun mounted higher, and blazed mercilessly straight down from vertical heights. Often a cloudy early morning preceded a glowing noon, clear, burning, hopeful. But of actually rainy days there were but two in a month, the clouds being usually of so small an area that while we were shaded, frequently Pulo Saka would be seen in fullest sunshine, or the Peak of Lingga would raise its mighty head unshrouded into the blue; or while we rejoiced in the fullest sunshine, showers might be falling heavily over distant parts of Singkep itself.

And so no prophecies or prophecies were of any avail; though while the astronomer patiently spent twenty hours out of the twenty-four in arduous and unremitting work among his telescopes, it remained for the unofficial member of his expedition to study the sky with unavailing thoroughness, to speculate on the entirely unresolvable and unpredictable effect of changes of wind, and to record noon after noon, "perfectly clear sky at totality-time."

Meantime expeditions into the jungle revealed a new world, in which the superb rush and vitality of life were over-powering in their intensity and where the arches of some variable cathedral, and where streams, clear and swift, came down from the hills with many a soft gurgle and musical tinkle through the shadows. The Sultan of Lingga took a very pleasant and friendly interest in the expedition, and sent his band, which gave us several musical evenings soon after our arrival. Many of the players were Filipinos; and the leader was asked toward the close of one concert if he could play the American Anthem, but this he was quite sure he could not do. However, after having given the fine Dutch hymn, he tried, with true courtesy, to comply with the request, "for you are Americans, you know," said one Dutch gentleman encouragingly. "Not yet," answered the Filipino leader very promptly, plunging into "America," however, without further words. The Sultan's little steam yacht *Diels* was also very kindly placed at our disposal for a week or two before the eclipse, and by its aid a number of supplementary observing stations were established, one of them, upon a fascinating and lonely island, Pula Lalang, beside which Singkep seemed a vast continent. Another telescope was sent over to Lingga, to the Assistant Resident, Baron von Boettel, though with but little hope that that showery island would afford any coronal views.

And meantime, day by day, life flowed on most pleasantly in the breezy bungalow of the manager of the Tin Company, who with his most hospitable wife could not have done more for us if we had been members of his own family. The sixteenth was a genuinely rainy day, only the second in a month; but the seventeenth was brightly sunny with a few clouds, rather low-lying, to haunt the horizon and float across the blue from time to time. Sunrise on the eighteenth was a gorgeous spectacle, and the early morning hours were hazy and more dazzling than usual. Many English and Dutch friends had arrived on the Government steamer *Flamingo*, very kindly sent by the officials to convey our telegram of eclipse-results to Singapore with all speed, and by the *Singkep*—until little Dabok began to have a very cosmopolitan effect. At Government House where the central observing station was established, all was activity and final preparation. But about half-past ten a dark shower suddenly rose over the hills to the northwest, and swept down with great speed, engulfing the sun until a cool shadiness enveloped the burning landscape, and presently torrents of water, a veritable tropical downpour, descended as if the heavens were let loose. This was perhaps surprising, but not wholly discouraging, for showers are short at Singkep, but it prevented the observation of first contact—that point when the dark moon takes its first "bite" out of the sun. It rained without ceasing for an hour, then the rush of waters abated, and the clouds broke in the west, with hopefully bright edges. The storm was over, but would the cloud-track disperse in time for totality?

And with most exasperating slowness they began their retreat. Large areas of blue sky were seen, everywhere "except over the sun." And it was half past twelve that the narrowing crescent was occasionally seen through drifting vapours, and darker, and more mysteriously gloomy grew the world. A few Chinese in the kampongs began to beat on tom-toms, their immemorial custom, and set off fire-crackers to frighten away the dragon now busily engaged in devouring the sun—and suddenly all the light in the world went out. Totality had begun; up there behind the clouds, and the corona, full of its significant, story of solar constitution and energy, was wasting its glories upon their hither side. Everything grew very still, and the strange orange clouds drifted off over Lingga until its peak rose unshrouded into the steel-blue, clear sky. Bits of white vapour, curling to the hills near by, slowly rising like spectral smoke, as if all Singkep was smouldering away into ghostly ash. For an eternity it seemed to last, while the breathless pause held every living thing in suspense, and memory and hope both faded into shadows.

Then the light came back, and life began again, with a great disappointment to add to its experiences. Fierce and short as the shower had been, it covered a large area, for supplementary stations with telescopes had been established at three or four places on the island, many miles distant, and all had failed to see the corona equally—as well as Pulo Lalang southward, and Pulo Saka toward the east. At the latter island, however, the sky had remained clear until five seconds after totality began. Then the clouds shut in, and no further glimpse of the corona was known how to be rather exasperating at times.

But from Lingga twenty-six photographs of the corona have been obtained, several of them very sharp and clear, and the one spot—which had appeared to be the general birthplace of storms has proved the only one from which the Amherst expedition has obtained pictures of this great eclipse.

But of what use is an astronomer if he be not also a philosopher? The powers of the air only are to be held responsible for disaster, and with them one may not contend. One deplores "so much work and toil for such sadful end as this," as a Japanese paper wrote of our Hokkaido expedition; and despite the understated adjective which the editorial applies to the present writer, I may perhaps be pardoned for quoting the further paragraph from the same editorial which goes to show that one at least had not yet reached the realms of philosophic calm.

"Mrs. Todd," writes the appreciative Japanese editor, "came from far place, herself as engineers' to help her husband's work; and for many days and nights she has done her best. But the weather prevented her will, and she has forgotten herself to cry out, and we ought to remember such learned lady's heart."

MABEL L. TODD.

MAURITIUS.

AN EX-GOVERNOR'S REMINISCENCES.

BY SIR HUBERT JERNINGHAM.

It is not often that an ex-governor writes his reminiscences. But Sir Hubert Jerningham shows us that he could, if he would, and that they would be well worth reading. The "Empire Review" has induced him to write a sketch of Honduras and Mauritius. The former colony interests us little. Mauritius is nearer home. That island he describes as the most beautiful island probably in the world; as historical as it was lovely and as interesting as it was historical; and says Sir Hubert, I no longer bore a grudge to the stinginess of the British Treasury, for I had more than I expected; nature in all its glory, a people more than attractive, and congenial work where good work had a chance of recognition.

The puzzling feature of Mauritius is the Creole French spoken by the natives. It is still a pathetic, ungrammatical echo of the days of slavery, when the Malagassi from Madagascar were pressed into the service of their French masters, in the Ile de France, and somehow or other had to understand and speak French jointly with the work they had to perform.

Nouns of course impressed themselves first upon their memory, and there being no necessity to link them to or qualify them, the Creole "maison" knows neither the article nor the adjective. Some significant verbs also were brought to their knowledge, but they remained in the infinitive, to serve as a noun and it is a fact that Mauritius Creole is perhaps the only spoken language in the world in which it would be impossible to say "God is," for the verb "to be" is non-existent.

Shortly after my arrival I called on the family of one of the principal members of our local legislative assembly and asked whether madame was at home. I was not aware that his mother lived in the same house. The servant at once replied:

"No mada fin alle, grand madame fin vint, mais guste fin. (Actually "My mother has finished going away, the 'ancient' lady has finished the act of coming in and I am watching her"), which "anglic" meant that though his master was away his master's mother had just come in and he himself was expecting her appearance.

I took the whole to mean that everybody was out and was considerably surprised a few days later to find that I had unintentionally been exceedingly rude.

I afterwards learnt that "grand madame" was always the senior lady residing in a family, just as I found myself, when Governor, to be the "grand papa" of the whole coloured population, who never called me anything else.

Space forbids a series of quaint incidents connected with this peculiar language, in which it is impossible to define any notion of immensity, space, glory, time or eternity, as remarked a clever professor, M. Rausas, his studies of the creole "patois" but I cannot omit a call I made on a beautiful Creole lady whose servant informed me when I asked if she were in: "Madame-vaccin, Missie vaccin, tot la case vaccin."

He intended to convey that madame had been vaccinated, all her male relatives, and in fact the whole household had been the same, but it sounded otherwise and made me depart in a hurry. But if the natives were thus ambiguous, the better classes spoke French admirably, and constituted a feature of that delightful land. Remnants for a great part of the exodus from France in the reigns of Louis XIV., Louis XV. and Louis XVI., when the luxury of the Court left little to younger sons of family to live upon unless they emigrated to French colonies, they had not lost their sense of noble bearing, high born generosity of feeling and well-bred courtesy and kindness, though they had dropped the empty titles which their ancestors had borne, nor is there, except, perhaps, in some parts of Canada, and may be, in New Orleans, a land where there is, outside of Paris, London, Berlin, Vienna and Rome, a more aristocratic small circle in its highest sense than in Mauritius.

ALAS FOR THEM AND THEIR ISLAND.

In the track of cyclones which yearly make four months of the year a period of intense agony in expectation of the worst, they have gone through such terrible times that one wonders at the courage with which they face the prospects of each uncertain season.

It was my fate to be in charge of the Government in 1892, when on the 29th of April the island was visited by the most terrific cyclone of the century; 1160 deaths and 2000 wounded constituted a headcount which appalled and made the strongest nerves tremble thereafter at the slightest breeze. It is not my intention to recount the horrors of that day of gloom or to dwell on the plucky recovery of that bright island, the key of the Indian Ocean, which is so fervently to be hoped our statesmen will not so ruthlessly disregard as they did Lorenzo Marques, when the late Sir Robert Morier urged upon their predecessors the opportunity of securing it to the Empire, but rather to point out that even in a storm such as the unprecedented one which then well-nigh altogether wrecked the old Ile de France, the winds were not without their touch of irony, and that even the great tragedy was relieved by unwilling comedy.

On this occasion the elements showed partiality to the Mohammedans, who not only escaped from hurt but became the hope of the island, inasmuch as rice, the staple food of the people, was in their granaries, and the granaries were untouched. The cyclone had occurred on a Friday, and the black-letter day, to the Christian population, became a red-letter Friday in the Mohammedan calendar.

The blast reached a velocity of 121 miles an hour, or a pressure of 67½, to the square foot. If the mind dwells on the significance of these figures it is absolutely impossible to conceive anything able to resist such a force. Indeed, nothing did. A column of granite was cut in two; the stoutest iron works were twisted out of shape, and walls nine feet thick were knocked down like a pack of cards, but doves in the yards of houses, mere boxes propped up on bamboo stakes which a child could have upset, were preserved. Housed pigeons huddled in comfort and were saved, where housed human beings were maimed, smashed, killed.

Going through the streets on the morning of the disaster it was everywhere the same. Houses with their sides rent open, showing still a lamp or instand upon a rickety table that had not fallen when all else had been destroyed. Churches literally leveled to the ground but with a side chapel over which a fragile stucco statue of some saint had escaped the general ruin. People having lost their all, except some useless bauble which had persistently stuck to them throughout the awful day as a fetish or misfortune. But THE MOST RIDICULOUS FEATURE OF THE STORM

was its attack upon clothing. The heroic clergyman of the Church of England Cathedral at Port Louis was struck by the fact which he recorded, "that nearly all who were rescued on the night of the 29th April, 1892, had been denuded of clothing. This, he wrote, 'was specially the case with women. Whether lying dead or whether they succeeded in gaining shelter, it was always the same, they had scarcely a rag left upon them.'"

Approaching a corner of a street which had been particularly ill-treated, in company with my private secretary, we perceived behind a hurricane shutter which had been wrenched from its window and was lying half on the ground and half propped against a crumbling wall, some three or four dishevelled heads bobbing up and down in an anxious manner. A discreet inquiry proved the heads to belong to a family of respectable Creole ladies, whose sufferings had proved small in presence of the agonies they were then undergoing, seeing that for twenty-four hours they had had no food, and were painfully conscious of their nudity, that even to satisfy the pangs of hunger modestly forbore their utilizing the only article of clothing left to them viz, their boots, and make a run for the nearest standing house.

A parley with these poor females became a necessity and this was not easy, as the shutter was not very large, and the strategy necessary to keep the ladies behind it from view was complicated.

"N'approchez pas," was the stern command of the elder, who was not particularly attractive. "Depechez-vous," was the remark of the next female, who appeared, the elder having recognized who she was, to be a friend of mine. "Un chalo, par amour du ciel, car nous n'avons rien," the pitiful supplication of the youngest, who had bobbed in her turn and was more practical-minded.

The discreet private secretary heeded all requests. He did not go near, he hurried, and he brought back the necessary shawls, which were thrown over the shutter and saved these gentle creatures from their terrible position. We saw them running for their lives, draped in the true cloak of charity, nor were they ungrateful. A month later, in their best gowns they appeared at the Governor's reception to thank him "de les avoir vus d'une situation difficile."

A week after the cyclone had wrought such havoc, my office was beset with people who had NOTHING TO CLAIM BUT EVERYTHING TO HOPE.

I was informed by the private secretary that a lady, her husband, and her son, would take no refusal, but insisted on seeing the Governor himself.

"What do they want?" I inquired. "I cannot say, sir; but they will not budge an inch until I have brought them a satisfactory answer and the yard is full of people waiting their turn. Perhaps it would be shorter to see them."

"Perhaps it would," I replied and suiting the action to the words I went down to the private secretary's office, where I found rather a good-looking young woman holding a younger sister

fourteen by the hand as if he had been five years old, and demurely standing at some distance from her miserable-looking individual whom I supposed was the husband. I was about to address him when the lady inquired whether I was the Governor?

"Yes."

"Tres bien," she replied; it is always better to address oneself to God than to His saints."

"What can I do for you, madame?"

"Please look at my husband."

"I have no time for that. What do you want?"

"But please look at him; did you ever see such an idiot, such a 'cretin' in your life?"

"Really I have nothing to do with this."

"No, but he has."

"How?"

"Why cannot you see that in his helpless state of imbecility he is utterly incapable of assisting his wife or his child in the hour of disaster? I brought him for no other purpose than that you might judge for yourself what a poor creature he is. Now look at my son."

"Madame," I said sternly "I have other matters to attend to than to look at the several members of your family and if you do not at once tell me what you want I must leave you." She was, however, not to be hurried, and repeated her request that I should look at her son, a thin lanky young cub.

"N'est-ce pas l'image de sa mere?" she said with pride.

"Well!"

"Look at the intelligence which beams in his eyes—note the ambition which fills his noble heart to help his mother."

"Very praiseworthy; but what can I do?"

"What can you do? Why everything? Should I be here if I thought you could not? Give the boy that employs him in the Government what you could not have refused to his father" (looking at him disdainfully) "had he been half a man."

"But there is no vacancy."

"Comment! pas de vacance? et tant de morts! Pas de chance!" and she bounded out of the room, followed by the lanky boy and the meek husband. Some weeks later she had managed to get the boy employed by the municipal council of Port Louis. That institution had apparently not been able to resist the eloquent pleadings of this lady with a "cretin" husband.

Going the rounds of the ruined town I came to the Royal College, which was indeed

A PITIFUL SIGHT.

An annex had been spared, and I was informed that some people whose house had been entirely destroyed had appropriated this annex and were busy utilising it as a receptacle for whatever goods they could recover in the debris of their home.

As I walked up to the building I saw a tall grey-haired lady walking up and down the sheltered verandah, and apparently intent on a book she held in her feeble hand.

Having saluted her, I asked whether I could be of any assistance to her.

"And pray who are you," she said "that can render any assistance at a time of so great a visitation?"

"Perhaps," I replied, "it would be more legitimate for you to answer my question, as it was at all events meant kindly."

"I am only a guest of my friends who have lost all they have, and am keeping this temporary abode during their absence, while praying to the Bon Dieu to send me a saviour who shall save me safely back to my native island of Reunion."

"Madame," I said, "I am the Governor."

"Comment! vous es le Gouverneur? Ah, then you are the saviour I have been praying for, you are the person who can send me back to Reunion. You are the one who can prevent my being a further burden on my friends." Then lifting her eyes to Heaven she exclaimed: "O mon Dieu, que vous estes bon, meme dans les desastres?"

There was something so fine in this old lady in distress, rejoicing at the prospect of relieving her friends even by her removal and grateful to Heaven for raising her hopes in answer to prayer that I resolved to rescue her.

"Madame, what is your name?" I asked.

"Mademoiselle M. Mademoiselle de M—, with an emphasis on the 'de.' 'Car je tiens beaucoup a ce petit de' malgre les ruines qui m'entourent.'"

What the ruins had to do with her caring for a noble prefix when giving her name, it is idle to speculate upon, but it was the human weakness coming out, and made her all the more interesting on its account. It is curious that neither centuries nor circumstances nor localities can change the characteristics of the old French nobility: even in their Colonial descendants.

Mademoiselle de M— was sent back to Reunion, and I treasure her little stiff note of thanks on her return to that equally hurricane-tossed island.

The language of petitions constitutes in itself a never-ending source of amusement, and a volume of entertaining matter could be easily compiled by anyone gifted with the patience of collecting, besides acting upon these interesting outbursts of oriental or tropical literary genius. At times pompous, at others humble in the extreme, often incomprehensible, often florid, always tragic in statement and comic in the exposition thereof, petitions sometimes appeal direct to one's better sentiments, in ratio with their absurdity.

The wife of a Trinidad labourer, on one occasion finding the increase of her family rapid, requested my assistance in support of her children.

I must inform you, she pathetically wrote, that "I have been a prey to twins on two occasions, and last month, as the enclosed certificates will show, I was delivered of triplets. Happily one is rather delicate, and I hope I am not offending Heaven by trusting he will return to that celestial abode, as I have no means, as a labourer's wife, of maintaining these blessings without assistance from those who can sympathise with me."

She did not, however, and her petition as an Indian could do in its simplicity with the extraordinarily humble formula, "and your damnable servant will ever pray."—Rangoon Times.

MELBA AT HOME.

Somebody—probably a certain faithful penwoman from Melbourne—describing the gorgeousness of Melba's domestic surroundings in the obsequious M.A.P.—

Melba is expected back from America in a few weeks to her house in Great Cumberland-place, one of the most wonderful homes in all London. The Grand Salon, which aroused the enthusiasm of the *Heir Apprent*, was copied by a number of famous artists from a room in the Palace of Versailles. The diva's own apartments are very lovely, and the quaint diamond-mirrored and adjustable partition that divides her dressing-room and bathroom was designed by herself. The bed, which is placed on a stand and fitted with a canopy, draped with priceless lace, is the one on which the Dauphin of France spent his last night of Royal state. The toilet in this room—"hats off"—is of the rarest unspotted amber tortoiseshell, and each piece bears a large "M" in diamonds. That in her dressing-room is of hammered gold, with a lily of the valley design in diamonds and pearls. Bows of rarest Savoy stand in basins of solid

silver gilt to correspond with the general decoration scheme, etc., etc., etc.

A toilet-set of the rarest unspotted amber tortoiseshell. . . . The Dauphin's bed. . . . A toilet-set in the dressing-room of hammered gold with a lily of the valley design in diamonds and pearls. . . . What a tall our cat has got!—The New Press.

A BROKEN IDOL.

A SHORT STORY.

The boys often laughed among themselves at Handome Jim's devotion to his wife, or "Little Fairy," as he called her. "They had little belief in the morals of a pretty girl who had been the favourite of a second rate music-hall."

But Jim, although she was 3,000 miles away and was young and pretty, swore that she would always remain faithful to him. The boys sympathised—and laughed. After working all day at the goldfields, Jim would sit silent, while his chums were drinking and yarning, and dream of the time when he would return to the old country with gold enough to buy his blue-eyed idol, the luxuries and fine clothes she craved for.

One day the biograph, a newly-invented machine, was exhibited in the saloon, not far from the diggings.

Most of the boys went, amongst them Jim. He was not particularly interested, but sat lazily watching the flickering pictures. A scene representing a cafe in Paris was switched on.

Seated at a table, as large as life, was a woman, dressed in the latest fashion, pretty and young. She was laughing at something her companion had just said.

Her friend, a man with a coarse, bloated face, was seated next her and his arm round her waist. Suddenly he leaned forward and kissed her, and then the scene vanished amidst the laughter.

Jim was sitting with a blank, stern expression on his face.

"Good on, that, eh! Jim?" said one of his companions.

But Jim never answered.

He had seen his wife for the last time.—Sport & Gossip.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.763
Thermometer 80.7
Humidity 83.0
Rainfall 16.496

TO-DAY.
Saturday, 22nd June, 1901.
Chinese—7th of 5th moon of 27th year of Kwang-su.
Sun—Rises 5hr. 18min.
Sets 6hr. 45min.
High water—Morning 5hr. 54min.
Afternoon 6hr. 19min.
Low water—Morning 5hr. 45min.
Afternoon 7hr. 19min.

ANNIVERSARIES.
1840—Canton blockaded by the British.
1855—Serious damage caused by excessive rains in Hongkong.
1897—Loss of H.M.S. *Victoria* with 351 lives.
1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.
1898—American flag hoisted on the Island of Guam—American troops land at Agaña under fire from Spanish fleet.
1899—Armed attack on Custom station and French Consulate at Mengtze Yunnan.
1900—H. E. Li Hung Chang ordered to Peking to suppress the Boxers, and to restore order.

TO-MORROW.
Sunday, 23rd June, 1901.
Chinese—8th of 5th moon of 27th year of Kwang-su.
Sun—Rises 5hr. 19min.
Sets 6hr. 46min.
High water—Morning 5hr. 55min.
Afternoon 6hr. 20min.
Low water—Morning 5hr. 57min.
Afternoon 7hr. 20min.

ANNIVERSARIES.
1843—Kiyung visited Hongkong.
1848—Red Republican rising in Paris suppressed; 10,000 lives lost.
1874—Shock of earthquake in Hongkong.
1884—French troops defeated by Chinese near Langson.
1886—Steamer *City of Tokio* lost on Sagami point.
1894—Prince Edward Albert born.
1897—Commemoration stones of Women's Hospital and Jubilee Road laid by H. E. Sir William Robinson, G.C.M.G.
1898—American troops landed at Balquiere, 17 miles from Santiago.
1899—Mr. C. W. Kinder, Engineer in Charge of the Imperial Chinese Railway, dismissed for alleged insubordination.

AGENDA.

TO-DAY.
Cargo ex *Wurzburg* subject to rent.
Cargo ex *India* subject to rent.

TO-MORROW.
O. S. K. Co's steamer *Dalgin Maru* leaves for Coast Ports.
Cargo ex *Maria Valerie* subject to rent.

MONDAY, 24th.
4 p.m.—N. Y. K. steamer *Rigou Maru* leaves for Victoria B.C. and Seattle U.S.A.

TUESDAY, 25th.
Cargo ex *Sado Maru* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or "n leave, etc. Friends will much oblige by giving this information:—

June 18th.
Mr. J. F. O. Stratton, 3rd engineer s.s. *Whampoa*, has been promoted; 2nd engineer s.s. *Shashi*.

Mr. H. Knox, has joined the *Whampoa*, as 3rd engineer.

Mr. McCarty, 2nd engineer s.s. *Ellis Nasack*, has left that ship.

Mr. Jorgensen, 2nd officer, *Ellis Nasack*, is on sick leave at Shanghai.

Mr. Siegmann, has been transferred and engineer of the *Ellis Nasack*, from the *Nanyang*.

June 19th.
Mr. D. C. Campbell, lower Yangtze pilot, having returned from leave, has resumed his duties as pilot of the Canadian Pacific Co's steamers.

Mr. H. Petersen, chief officer, *Store Nor-disk*, is acting master, same steamer.

Mr. A. J. Jackson, chief engineer, *Chuen-tai*, from leave, has been transferred to the *Whampoa*.

Mr. A. G. Smith, chief officer, transferred to the *Wangang*.
Mr. J. Harris, 2nd engineer, *Near*, transferred to the *Shan*.
Mr. R. Lewis, 2nd officer, *Shan*, is ferred to the *Neuchuang*.
Captain J. W. Miller, from leave, has resumed command of the *Taitung*.
Captain F. Garrick, *Paiting*, is awaiting orders.
Mr. J. W. Mennell, chief officer, *Choy-sang*, is awaiting orders.
Mr. H. Cuthbertson, 2nd engineer, awaiting orders, has been transferred to the *Taitung*.
Mr. W. G. Elder, acting 3rd engineer, *Taitung*, has signed off.
Mr. S. J. Payne, chief officer, *Wangang*, is transferred to the *Choy-sang*.
Mr. John Rae has gone 3rd officer, *Choy-sang*.
Mr. W. W. Kay has been appointed 2nd officer, *Hunan*.
Mr. E. B. Hayes, 2nd officer, *Hunan*, is promoted chief officer, same steamer.
Mr. F. C. Everett, chief officer, *Hunan*, is on leave.
Mr. H. Troubridge chief officer, *Ngankin*, is transferred to the *Choy-sang*.
Mr. G. F. Deane, chief officer, *Pekong*, has resigned.
Mr. A. J. Philbey, 2

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo—

From Trieste, ex S.S. *Massimiliano* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 17th June, 1901. [617c]
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

"INDIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 17th June, 1901. [628c]
NOTICE TO CONSIGNEES.

"HEATHBURN," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 20th June, 1901. [634c]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE BECKLEY, Acting Agent.

Hongkong, 20th June, 1901. [2]
NOTICE TO CONSIGNEES.

"SUNDA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment must be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, ex S.S. *Oceana* and *Peria*.

From Persian Gulf, ex S.S. *T. S. N.* and *B. & P. S. N.* Co's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case where it is not.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 21st June, 1901. [5]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1901. [631c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "QUEEN ADELAIDE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI AND VLADIVOSTOCK.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 21st June, 1901. [4]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID.

AVOID ALL RISK OF OUTBREAK BY USING JEYES FLUID.

W. C. HUMPHREY & Co., Ltd.

Hongkong, 21st June, 1901.

HS. LAURENCE & CO.

WATCH, JEWELLERY, AND CLOCK MAKERS, JEWELLERS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Stocks for the London and Liverpool Exhibitions.

CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPECTACLES.

Now 22 & 24, Queen's Road Central.

F. BLACKHEAD & CO.

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 21st June, 1901. [38]

Sanitas Disinfectant

FRAGRANT, NON-POISONOUS, AND EASY TO USE.

ALSO POWDER FOR DISINFECTING.

OF ALL CHEMISTS, AND THE "SANITAS" CO., LTD., 10, QUEEN'S ROAD CENTRAL.

"HOW TO DISINFECT"

Of all Chemists, and The "SANITAS" CO., LTD., 10, QUEEN'S ROAD CENTRAL.

SIEN TING, SURGEON DENTIST.

No. 14, D'AGUIAR STREET. TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [39]

The Share Market.

LATEST QUOTATIONS.

(June 22nd).

Companies.	Paid up Capital.	Latest quotation.
Hongkong & Shanghai Banking Corporation	\$125	388 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	1/2
The Bank of China & Japan, Limited (Deferred)	£ 1	1/2 1/2 buyers
National Bank of China, Ltd.	£ 8	1/2 1/2 buyers
Do. Founders	£ 1	1/2 1/2 sellers
Marine Insurance Co., Ltd.	£ 50	340 buyers
Union Ins. Society of Canton, Ltd.	£ 25	360
China Traders' Ins. Co., Ltd.	£ 25	360
North China Ins. Co., Ltd.	£ 25	360
Yantai Ins. Assoc. Ltd.	£ 30	112 1/2
Canton Ins. Office, Ltd.	£ 30	112 1/2
Straits Ins. Co., Ltd.	£ 30	112 1/2
Hongkong Fire Ins. Co., Ltd.	£ 50	350
China Fire Ins. Co., Ltd.	£ 50	350
Shanghai Fire Ins. Co., Ltd.	£ 50	350
Hongkong & Canton Steamship Co., Ltd.	£ 15	35 1/2 sellers
Indo-China Navigation Co., Ltd.	£ 10	110 buyers
China & Manila S.S. Co., Ltd.	£ 10	110 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	112 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 5	117 buyers
Star Ferry Co., Ltd.	£ 10	33 1/2 sales
"Shell" Transport & Trading Co., Ltd.	£ 1	1/2 1/2 1/2 sales
China Sugar Refining Co., Ltd.	£ 100	144 buyers
Luzon Sugar Refining Co., Ltd.	£ 100	136 sales
Punjom Mining Co., Ltd.	£ 9	161 sellers
Punjom Mining Preference Shares	£ 1	112 1/2
Société Française des Charbonnages du Tonkin	£ 25	325
Qinghai Mining Co., Ltd.	£ 25	325
Railway & Light Co., Ltd.	£ 10	113 sellers
Mineral Products Co., Ltd.	£ 10	113 sellers
Oliver, Freres & Co., Ltd.	£ 5	114
Oliver, Freres & Co., Ltd.	£ 5	114
Oliver, Freres & Co., Ltd.	£ 5	114
Hongkong & Canton Steamship Co., Ltd.	£ 30	320 sellers
Hongkong & Canton Steamship Co., Ltd.	£ 30	320
Wanchai Warehouse & Storage Co., Ltd.	£ 37 1/2	nominal
New Amoy Dock Co., Ltd.	£ 62	323 buyers
China Provident Loan & Mortgage Co., Ltd.	£ 10	38 1/2 sales
Hongkong Land Investment & Agency Co., Ltd.	£ 100	199 1/2 sales
Kowloon Land & Building Co., Ltd.	£ 30	30 sales
West Point Building Co., Ltd.	£ 30	35
H'kong Hotel Co., Ltd.	£ 30	127 buyers
Oriente Hotel Co., Ltd.	£ 30	80 sellers
Humphrey's Estate & Finance Co., Ltd.	£ 10	113 1/2 sellers
Hongkong Cotton Spinning & Weaving Co., Ltd.	£ 100	8 buyers
Ewo Cotton Spinning & Weaving Co., Ltd.	£ 100	8 buyers
International Cotton Mfg. Co., Ltd.	£ 100	40 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	£ 100	50 buyers
Soy Chee Cotton Spinning & Weaving Co., Ltd.	£ 100	50 buyers
Yahlong Cotton Spinning & Weaving Co., Ltd.	£ 100	50 buyers
Gigarr Companies	£ 500	1,500 sellers
Philippine Tobacco Trust Co., Ltd.	£ 50	160
Miscellaneous		
Green Island Cement Co., Ltd.	£ 10	191 sales
China-Borneo Co., Ltd.	£ 10	138 sellers
A. S. Watson & Co., Ltd.	£ 10	138
Watkins, Limited	£ 10	138
Hongkong Electric Co., Limited	£ 10	113 sales
Hongkong Electric Co., Limited	£ 10	113 sales
Hongkong & China Gas Co., Ltd.	£ 10	113 buyers
Hongkong Rope Manufacturing Co., Ltd.	£ 50	175 sales
Geo. Fenwick & Co., Ltd.	£ 25	155 sellers
H'kong Ice Co., Ltd.	£ 25	180 sales
H'kong High Level Tramways Co., Ltd.	£ 100	235 buyers
Dairy Farm Co., Ltd.	£ 100	235 buyers
Bakery Co., Ltd.	£ 50	30 sales
Campbell, Moore and Co., Ltd.	£ 10	200 buyers
Bell's Asbestos East-ern Agency, Ltd.	£ 1	110
United Asbestos Oriental Agency, Ltd.	£ 4	114 sellers
Tebrau Planting Co., Ltd.	£ 5	33 sellers
Universal Trading Co., Ltd.	£ 20	320 sales
H.K. Steam Water-bunt Co., Ltd.	£ 5	7
China Light & Power Co., Ltd.	£ 20	320
Robinson Pinn Co., Ltd.	£ 50	50
Manila Investment Co., Ltd.	£ 50	50

BENJAMIN, KELLY & POTTS, Share Brokers.

Telegraph Address—"Rinlo."

Telephone No. 128.

VISITORS AT THE HONGKONG HOTEL.

HOTEL.

Andrew, Mrs. M.	Hudson, Mr. F.
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Bell, Mr. and Mrs. O.	infant
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C.M.C.	Pollock, Mr. H. E.
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Ezekiel, Mr. J. S.	S. Consul of America)
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Fraser, Mr. and Mrs.	Shelley, Mr. Edward
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Brandstetter, Capt.	Sadow, Mr. Louis
Cleasby, Mr. W. H.	Saxton, Mr. and Mrs.
Davies, Mr. W.	T. R.
Dean, Mr. F.	Spittles, Mr. J.
Earby, Mr. E. A.	Williams, Mr. G. F.

EXCHANGE.

Hongkong, 22nd June.	
ON LONDON, Telegraphic Transfer, 11/11 9/16	
Bank Bills, on demand 11/11	
Credit, 4 months' sight 11/11	
On Demand, 4 months' sight 11/11	
ON BERLIN, (demand) 11/11 1/2	
ON PARIS, Bank Bills, on demand 11/11 1/2	
Credit, 4 months' sight 11/11 1/2	
ON NEW YORK, Bank Bills, on demand 11/11 1/2	
Credit, 3 days' sight 11/11 1/2	
ON BOMBAY, Telegraphic Transfer, 11/11 1/2	
On Demand 11/11 1/2	
ON SHANGHAI, Telegraphic Transfer 11/11 1/2	
Private 30 days' sight 11/11 1/2	
ON YOKOHAMA, T.T. 11/11 1/2	
Overseas, Bank's Buying Rate 11/11 1/2	
Gold Silver 100 touch, per tael 52.10	
Per Silver 77 1/2	
Dollars 11/11 1/2	

OPIUM QUOTATIONS.

Hongkong, 22nd June.	
New Patna 989/990 per chest.	
Old Patna 985	
New Benares 950 per picul.	
Old Benares 950	
New Malwa 840	
Old Malwa 850/880	
Persian, paper tied 815	

VESSELS IN PORT.